TRAFFIC ENGINEERING

A Digest of Current Literature
on Street and Highway Traffic
and
News of the Institute of Traffic Engineers

Published Monthly by the
INSTITUTE OF TRAFFIC ENGINEERS
60 JOHN STREET, NEW YORK, N. Y.

Subscription One Dollar a Year *Single Copies Twenty-five Cents*

EDITED BY THE LIBRARY COMMITTEE: B.D. Greenshields, Chairman; E.A. Barton, R. Blanchérie, O.M. Gunderson, J.G. Hayden, A.C. Hough, L.F. Rader, K.M. Reid, P.X. Rice, H.W. Tillapaugh, T.T. Wiley.

VOL. IX June, 1938 No. 2

17 - ACCIDENTS - General

"Autos Strike Trains in 22% of Accidents" (Railroad Data, April 29, 1938)

The Erie Railroad has made a study of grade crossing accidents and finds that 37 of 169 were caused by automobiles striking the train. Sixty-seven per cent of them occurred at crossings equipped with extra protection such as flashers, gates, or watchmen. In 27%, motor vehicles were stalled in front of the train. In 10 cases, cars crashed through gates before collision, and in 34 cases watchmens' stop signs were ignored.

18 - ADMINISTRATION AND ENFORCEMENT - General

"New British Road Policy" - Reginald M. Cleveland (New York Times, May 29, 1938, Page 6XX)

Skill and politeness are stressed in the new British policy of patrolling roads, according to Mark Pepys, Earl of Cottenham. The Earl, who has been a race car driver, has instructed the mobile patrols to use courtesy toward all, including violators. A motorist caught driving faster than his proficiency justifies is to be given a courteous lecture on how to drive safely at high speed.

19 - CONTROL DEVICES AND METHODS - Signs

"Reform is Sought in Highway Signs" (New York Times, May 8, 1938, Page 33)

The American Automobile Association finds that motorists criticise our system of route numbering. Signs are generally too close to intersections to give sufficient advance notice of a change in direction. Routes through cities, especially at night, are hard to follow because of infrequency of route signs and confusing commercial lights. Small towns

Combined Publications — TRAFFIC ENGINEERING combines the Publications "Traffic Digest" and "Traffic News Letter".

should put the town name at city limits. Detours are not clearly marked in many cases.

20 - CONTROL DEVICES AND METHODS - Signals

"Maryland Adopts New Road Signals for Control of High Speed Traffic" - Charles Adler (New York Times, May 15, 1938, Page 8XX)

A new type of signal for high speed Maryland traffic has been installed. A main beam from a fluted portion of the lens gives indications as far as 2,000 feet away. For motorists close under or to the side of the signal, a secondary beam is provided by a narrow band or stripe of prisms arranged vertically for the green, diagonally for the amber, and horizontally for the red. This positioning of the secondary beam bands gives definite indications to color blind persons.

21 - PARKING - General

"On Your Mark" - Editorial (Transit Journal, June, 1938, Page 186)

A Baltimore, Maryland, newspaper recently staged a rush hour race through the congested downtown district to determine the effect of traffic congestion, caused mainly by parking, on the relative speeds of a taxicab, a bicycle, a runner, a horse-and-wagon, a street car, a private automobile, a pedestrian, and a bus. The distance covered was a mile and a half and the contestants finished in the order named, with their times being, respectively: 10, 14, 14½, 15, 19, 19⅔, 20, and 21 minutes.

22 - REGULATIONS AND LAWS -- Ordinances - Municipal

"All Bronxville Homes Must Provide for Autos" (New York Times, April 17, 1938, Page - 30)

Facilities for parking or housing automobiles must be provided in the future for all private houses and apartments erected at Bronxville, N. Y., under a recent amendment to the zoning laws. The new ordinance described by Mayor Harry G. Kimball as unique in the United States, as far as he knows, is designed to eliminate parking congestion. It becomes effective about May 1.

23 - REGULATIONS AND LAWS - Digest of State Law

"What Every Driver Must Know" - Published by the State of Michigan.

"What Every Driver Must Know" is a handbook issued jointly by the Secretary of State and the State Police Commissioner. In simple language the booklet interprets those laws, violations of which frequently cause accidents. Two million copies were made available through police departments and the office of the Secretary of State. One accompanied each set of new license plates.

The booklet is serving two purposes. One is that of making persons familiar with laws which they must know to pass a test for a driver's license. The other is that of serving as a base for the enforcement policy of the State Police.

24 - SAFETY ACTIVITIES - General

"Traffic Safety" - Burton W. Marsh, Chairman, Committee on Traffic Control, American Public Works Association (Public Works Engineers' Year Book 1938; 1938, Pages 123-145)

During the past few years and especially in 1937 there has been a great increase in activities to improve traffic conditions and to reduce accidents. The U. S. Bureau of Public Roads has developed a standard pattern for state planning surveys, including an inventory of road facilities,

traffic studies, and road-life studies. Forty-three states have such surveys under way and two more have preliminary plans completed.

Two hundred sixty-five communities submitted acceptable applications under F.E.R.A., C.W.A., or W.P.A. for traffic and transportation surveys. For several years the National Safety Council has sponsored traffic safety contests among cities classified in several groups. The Automotive Safety Foundation was organized in June, 1937. It is the largest foundation active today in the field of traffic efficiency and safety.

The C.I.T. Safety Foundation was established in 1936 by the Commercial Investment Trust. In addition to giving annual awards to stimulate safety, the Foundation inaugurated in 1937 an annual Seminar of Safety for newspaper men.

The Kemper Foundation finances one-year fellowships for selected traffic officers at Northwestern University Traffic Safety Institute.

The Alfred P. Sloan Traffic Awards announced in 1937 consist of twenty fellowships of $1000 each to provide a year's training at Northwestern University or at the Yale Bureau for Street Traffic Research.

The A.P.W.A. Committee on Traffic Control adopted as its principal activity in 1937 the promotion of the idea of having an engineer already employed by a city, county,or state, designated to handle traffic engineering work. In furthering this idea the Association promoted attendance at the first short course Traffic Engineering Training School at Harvard University in August, 1937.

The Motion Picture Traffic Safety Committee first made awards in 1937 for the best Safety Films. The American Institute of Steel Construction gave an award for the best design for an elevated highway. A number of other organizations, including the American Trucking Association, the General Federation of Women's Clubs and the American Automobile Association, stimulate by prizes and awards traffic safety within their own fields of endeavor.

The report under Administrative Developments considers Financial and Organizational Developments Dealing with Operation, Researches, and Personnel Training. Development of Traffic Control Devices and Methods, Development of Standards, Trends, Development in Highway Design and Construction, Freeways, Construction Activities, and the Scientific Approach Produces Results are other topics covered.

Problems requiring immediate attention are (1) Night Accidents, (2) Pedestrians, and (3) Parking and Terminal Facilities.

25 - SAFETY ACTIVITIES - General

"Nevada Safety Campaign Shows Results" (Public Works, April, 1938, Page 13)

Traffic lights, reflector signs, new center lines, elimination of 95% of main railroad-primary highway crossings, education, and enforcement are getting results in Nevada. A 15% drop in deaths despite a 13% increase in travel is the measure. On blind spots such as horizontal or vertical curves a pair of center lines keeps motorists from crossing for passing except where a painted arrow crosses over at the point where sighting distance becomes adequate, as at the top of a hill, etc.

26 - SAFETY ACTIVITIES - Educational

"Saving of 1000 Lives by Safety Campaign Forecast This Year" (Philadelphia Record, May 27, 1938, Page 32)

Percy W. Foot, State Motor Police Commissioner of Pennsylvania, at the dedication of Philadelphia's Highway Safety School, cited a 30% reduction in highway deaths and predicted a saving of 1000 Pennsylvanians during 1938. The school provides free instruction for all who are interested, whether beginners, experienced drivers, or pedestrians. Sixty such schools are planned throughout the state. The four week course consists of 23 hours of class work and 21 hours of road work under the instruction of W.P.A. men and motor police.

27 - STREETS AND HIGHWAYS -- Railway Crossings - Grade

"Making Highway-Railroad Crossings Safer" - A. Benesch, Engineer of Grade Separations, Illinois (Civil Engineering, May, 1938, Pages 320-322)

Popular interest in grade-separation projects may easily detract attention from the cheaper means of reducing hazards of the highway-railroad intersection. Grade separations can never be provided for more than a very small portion of the country's grade crossings; elsewhere such safety devices as signals and gates must suffice.

28 - STREETS AND HIGHWAYS - Elevated Express Highways

"Opportunity Missed"; "More of Same" - Editorials (Transit Journal, May and June, 1938, Pages 154, 155 (May), 187 (June)

The American Institute of Steel Construction exhibited designs for elevated motor highways, proposed as a solution to the urban traffic problem, and an invitation was given the Editor of Transit Journal to attend. He ignored the invitation and in view of some opinions and statistics he has uncovered regrets that he missed the opportunity to inquire what such structures would cost, who would pay for them, and how they would solve the traffic problem.

Mr. Charles Gordon, managing director of the American Transit Association, points out that "the economic and social life of cities is not dependent upon the movement of vehicles; it is the people in these vehicles with whom we are primarily concerned." Mr. Gordon continues with the statement that "a 60 ft. pavement on a conventional city street, when used exclusively by automobiles, moves 3700 people an hour; when used in combination with autos and buses, this same street moves 11,130 passengers an hour; and, when the same street is used by autos and street cars, it will move 15,630 people per hour." In view of these statistics the Editor wants to know why people want to build elevated highways.

It couldn't be to solve the public's transportation problem - because elevated highways accommodate only automobiles, and in the big cities, everyone who wants to be transported from place to place doesn't happen to have an automobile. And it couldn't be to save time for the motorist and speed up traffic generally, because from reports, that's just what it doesn't do. Take the experience of a New York newspaper reporter, for example. He has just put that city's new West Side Express Highway to a speed test, and he reports results as follows: "It took me 53 minutes to drive from the Dyckman Street entrance of the West Side Highway to Canal Street. I make this same run in the Independent subway every day in 24 minutes....." Added to this incontrovertible evidence is an article in the May number of Civil Engineering written by Mr. Alfred Brahdy. Said Mr. Brahdy, writing on the subject of urban transportation: "New facilities may only add to congestion. In attempting to provide adequate facilities for traffic, cities are in reality creating facilities for more traffic."

29 - STREETS AND HIGHWAYS - Guard Rails

"New Reflecting Type Curbs" - C. F. Greeves-Carpenter (Public Works, March, 1938, Pages 9, 10)

New Jersey and California are experimenting with a reflector type of curbs. The design for curbs parallel to traffic consists of wedge-shaped indentations 5" x 10" with the abrupt or reflecting portion painted white. The design for curbs facing the motorist, such as intersection islands and curb returns, are of the block type with indentations so sloped as to give the maximum reflection of light.

30 - SUBJECTS RELATED TO TRAFFIC - Vehicle Design

"More Light, Less Glare" - E. L. Yordan (New York Times, May 15, 1938, Page 8XX)

The night accident rate points to inadequate illumination and experts are studying the headlamp. For instance, to provide an incentive for the selfish and lazy driver to dip his lights when meeting, the right hand passing beam might be made more powerful.

31 - SURVEYS AND STUDIES - General

Brief Summary of Recommendations - From Toledo Traffic Planning Report

"Traffic Planning Report, Toledo, Ohio" is the result of a traffic survey project sponsored by City Manager John N. Edy and Chief of Police Ray E. A. Allen. The survey was made possible through the employment policies of the Federal Works Progress Administration and was supervised by Paul S. Robinette, City Traffic Engineer. The various studies were outlined, planned and directed and the report prepared by Jensen, Bowen & Farrell, Consulting Engineers of Ann Arbor, Michigan.

The Planning Report treats comprehensively the subjects of traffic volume, distribution and fluctuation; accident occurrence by time, type, and location; intersections where accidents are recurring; the use of traffic-control devices; parking; traffic routing; law observance; enforcement; and education. Among the major recommendations in the report are the following:

(1) Initiate a Proposed Major Street Plan, to be consummated in three stages. The first stage is a proposed system of by-pass routes, alternate routes and re-located routes utilizing existing facilities. The second stage represents a transitional period requiring some major construction work, extensions, and widenings leading to the third and ultimate stage, which specifies a complete system of by-pass routes, alternate routes, re-located routes and connecting through-ways.

(2) Replace as rapidly as possible the present traffic signal system in the central business district and on the major arteries with a flexible-progressive system, and eliminate the yellow indication following the red indication on all traffic signals.

(3) Increase the Traffic Bureau personnel and establish an Accident Prevention Unit in order to make extensive use of accident data for a selective traffic law enforcement program. In addition, increase the accident investigation squad by three additional 24-hour units. Devote a greater proportion of enforcement to apprehending violators of laws which directly cause accidents rather than to over-time parking violators.

(4) Designate certain streets one-way in the central business district in order to relieve the complex traffic situation in this area.

(5) Establish a publicly-owned vehicle-inspection station and require semi-annual inspections.

(6) Improve parking conditions by the establishment of commercial loading zones, but only after careful engineering studies; by the prohibition of parking on a number of major arteries; by the prohibition of angle parking; and by the installation of additional parking meters.

(7) Carry out the corrective measures recommended for the ten worst intersections and apply this method of analysis to other hazardous locations.

(8) Initiate a comprehensive study of street lighting.

It is pointed out in the report that planning for traffic should be an important function of city government and should be a continuing process. The changing needs of a city require that a traffic plan be kept constantly abreast of shifting conditions. The Survey found the average annual monetary loss to the citizens of Toledo due to traffic to be $1,022,325, whereas the average annual monetary loss due to fire was only $311,802. The significant fact was revealed that, while traffic losses

were more than three times as costly as fire losses, only slightly more than half as much money was expended for traffic control and accident prevention.

A limited number of copies of the Toledo Traffic Planning Report are available from Jensen, Bowen & Farrell, Engineers, Ann Arbor, Michigan, for $3.00.

32 - SURVEYS AND STUDIES - General Traffic

"Highway Planning " - A Symposium (Published by the Michigan State Highway Department)

"Highway Planning" is an 84-page pamphlet containing a collection of the Highway Planning papers presented at the Twenty-Fourth Annual Michigan Highway Conference, Ann Arbor, February 15-17, 1938. All of the papers deal with a certain phase of the traffic problem as it pertains to Michigan. The information presented comes from studies made by the Planning Survey, conducted by the State Highway Department and the U.S. Bureau of Public Roads.

Table of Contents:

Getting the Facts, by Chester C. Burdick.
The Crossroads of Highway Administration, by Murray D. Van Wagoner.
The Motorist's Stake in the Highways, by G. Donald Kennedy.
The Utility and Recreational Use of Highways, by D. Grant Mickle.
Mapping Michigan Roads, by Harry C. Coons.
Accidents, Highways and Traffic, by Harry C. Koch.
Separating Traffic on Multiple Lane Highways, by Varnum B. Steinbaugh.
Utilization of the Traffic Survey, by H. S. Fairbank.

Most of these papers have been reviewed in earlier issues of "Traffic Engineering."

33 - TRAFFIC ENGINEERING - Police Administration

"Traffic Engineering and the Police" - Harold F. Hammond, Director Traffic Division, National Conservation Bureau, and Franklin M. Kreml, Director Northwestern University Traffic Safety Institute. (Published jointly by National Conservation Bureau and Safety Division of the International Association of Chiefs of Police, 1938)

Much of the handbook is devoted to the use of traffic engineering methods to reduce hazard at "accident-prone locations". There are explanations of the use of the accident spot map, the proper filing of accident reports, charting a location's accident experience on a "collision diagram" and diagraming its design and construction on a "condition diagram."

A number of field studies which may be necessary at the location are explained. These studies include counts of vehicle and pedestrian traffic entering and leaving the location, studies of how well stop signs and traffic signals are obeyed, speed checks, the determination of the proper speed limit to be observed in approaching a given intersection, and measurements of hazardous parking conditions.

The handbook also takes up the correct use of traffic engineering devices and methods to remove whatever hazards are found. It explains, for example, the conditions under which traffic signals should be used, describes their proper design, installation and location, and explains how to time them on the basis of existing traffic conditions discovered through field studies.

Stop signs are treated in a similar manner. Because stop signs, like traffic signals, are effective only under certain conditions, the police are warned against installing stop signs merely to satisfy pressure from some neighborhood group or other source. How to measure the need for stop signs is explained and standards for installation and location are

described.

Similar measuring sticks for other types of warning signs and for street markings are given. There are sections on the rounding of curbs, prohibition of turns, and means of discouraging jay-walking.

A chapter on the treatment of traffic on the business street takes up the important relationships between traffic and retail trade. Traffic engineering techniques for facilitating business street traffic and making it safer are presented. Special attention is given to parking regulation and various methods of regulating curb parking are presented. It is pointed out that the most effective parking control comes from taking parked cars completely off the street, and methods of doing so through the provision of off-street parking space are presented.

A chapter on the treatment of traffic on the residential and outlying street is included.

A second part of the book entitled "Getting Results" offers a series of seventeen examples illustrating the corrective effect of many of the traffic engineering techniques described in the book. These examples are taken from the files of police departments in many cities throughout the country.

An appendix explains in detail how to make various traffic engineering field studies. The material and illustrations presented have never before appeared in print.

Police Superintendent George H. Reyer of New Orleans, President of the International Association of Chiefs of Police, commenting on the publication, emphasized that it is not intended to encourage police to take over traffic engineering work entirely.

"Since the work of the traffic engineer is often highly technical, cities are urged to employ specially trained men for the task. But generally cities have not as yet employed such men and as a result the police have been called upon not only to patrol streets and boulevards but also to make them physically safer. So long as police are required by their communities to do this work, they need help in doing it properly and uniformly according to recognized standards."

34 - TRANSPORTATION - General

"Traffic Provisions at New York World's Fair" - John P. Hogan (Civil Engineering, March, 1938, Pages 185-189)

Estimates indicate that the minimum attendance to be expected at the New York World's Fair will be 40,000,000 and that there is a reasonable hope of an attendance of 50,000,000. An attendance of 50,000,000 for the season of the Fair represents a daily average of about 250,000 persons. It is estimated that there will be a number of days of 600,000 visitors and a maximum day of approximately 800,000.

Facilities must be provided for handling visitors at the rate of 160,000 per hour. To handle this number of persons nine gates or entrances are planned.

Facilities will be available for bringing 115,000 persons per hour to the Fair by subway, railroad and trolley and 45,000 persons per hour by highway.

For those visitors coming by highway, four entrances are provided. On the North, the Administration Building entrance will serve those visitors coming by private motor cars from the west and from the north shore of Long Island, and by chartered buses from various points for a one-day visit to the Fair. A parking field has been provided which will accommodate 550 of these buses, which remain all day to pick up the same outgoing loads.

Likewise, an automobile parking field has been provided at the north end of the ground for motor cars. This field, with a capacity for parking of 12,000 cars, will be under the jurisdiction of the Park Department of New York City. Automobile passengers will be carried from the field to the Administration Building entrance by pick-up buses.

On the west side of the Fair site, motor-vehicle delivery will be made opposite the central axis of the main esplanade. Here a wide

unloading platform 1,000 feet long is provided, on the east side of 111th Street. In front of this platform there is a large open area for the exclusive use of vehicles loading or unloading at the Fair. Plans contemplate three separate delivery loops at this point to accommodate buses from Brooklyn and the south shore of Long Island, buses from the north and west, taxi-cabs and chauffeur-driven private cars.

At the south end there is an entrance near 69th Road, serving the south parking fields, which have a combined capacity of 9,000 cars. The fourth point of delivery is the Rodman Street entrance on the east side of the Fair. At this point tripper buses, taxicabs, and chauffeur-driven private cars, coming from the east, will discharge their passengers. (A tripper bus is one which operates on regular schedule through the day and remains at the Fair only long enough to load and unload passengers.)

In the World's Fair area the main east-west highways are now being rebuilt and improved. Northern Boulevard is being converted from a two-lane to an eight-lane highway. Horace Harding Boulevard has been widened to provide three vehicular roadways, with a trolley track in each direction. Sixty-ninth Road has been rebuilt with a width of 30 feet. Clover-leaf connections have been constructed between each of these highways and Grand Central Parkway, and also at the intersection of Roosevelt Avenue with the parkway.

Intramural Transportation.

Intramural transportation for the Fair has been planned to consist of (1) a relatively high-speed mass-transportation system, consisting of buses operating on regular routes, giving service between various sections of the Fair and the exterior transportation stations, (2) a system of slower-speed tractor trains which may be operated over any of the streets of the Fair to give local service, and (3) a system of small electric- or gas-driven vehicles, carrying two or three passengers, which will operate on call and take visitors to any point at the Fair which may be of particular interest to them.

35 - TRANSPORTATION - Modes of Transportation

"How Is Mass Transportation Handled In Cities?" (Mass Transportation, March, 1938, Page 78)

A recapitulation of 1937 mass transportation patronage in 37 cities indicates that the street car carried 67% of the aggregate mass transit load of these cities; the motor bus carried 23%; the trolley coach, 6%; and other facilities, including rapid transit, cable cars, jitneys, etc. carried 4%. These 37 cities with a total population of nearly 29,000,000 people, represent more than 80% of the mass transportation load of the entire country.

36 - MISCELLANEOUS - Beautification

"The Beautification of City Streets" - Florence B. Robinson, Asst. Professor of Landscape Architecture, University of Illinois (Circular No. 30, Engineering Experiment Station, University of Illinois, Pages 31-34)

The too rapid growth of American cities has resulted in careless destruction of natural beauty. Planting is limited by needs of traffic, drainage, light and air, and impurities. The straight lines of paving, curbs, walks, and buildings must be repeated for the sake of harmony in the arrangement of trees and plants. The location and size of trees and plants is dependent upon safety to pedestrians and traffic, widths of pavement and parkways, height of buildings. Only a very few trees meet the exacting requirements for use on city streets which include hardiness, long life, non-brittleness, growth not too slow, high branching, tough and firm bark, good but not too dense shade, compact root systems, good form, color, and texture. A definite community program is needed to select the proper kinds of trees and plants, to decide upon suitable locations and arrangement, and to provide for regular inspection and maintenance.

News About the Traffic Engineering Profession

INSTITUTE MEMBERS COOPERATING WITH C.I.T. SEMINAR OF SAFETY

The C. I. T. Safety Foundation is holding its second Seminar of Safety for newspaper men the week of June 20th at the Waldorf Astoria Hotel, New York, N. Y. Fifty newspaper men from all parts of the country are attending at the invitation and at the expense of the C. I. T. Safety Foundation. From 9 A.M. to 4 P.M. daily they will listen to discussions covering all phases of the traffic problem. Many Institute members are cooperating in this worthwhile endeavor. They are Dr. McClintock, Sidney Williams, Frank Kreml, Hawley Simpson, Harold Hammond, Arnold Vey and Burton Marsh.

TEXAS ESTABLISHES TRAFFIC ENGINEERING DEPARTMENT

Appreciating the importance of traffic control for safe and sane usage the Texas State Highway Department through its Commissioners and the State Highway Engineer has created a new division - Traffic Department - under Harry H. Phillips as Traffic Engineer. It will be the duties and responsibilities of this newly created department to

1. To promote Traffic Control by signals, signs, lighting, markings, speed control regulation, etc.
2. To eliminate dangerous hazards of existing highways and avoid future hazards in design and construction of improved highways.
3. To maintain records and prepare statistical data on accidents, segregated as to causes, location, etc. so as to apply sound corrective measures of Traffic Control where required.
4. To coordinate the Department with other agencies in the promotion of Public Education in Safety and Traffic Control.
5. To coordinate the Department with cities, municipalities, and counties in furtherance of Safety and Traffic Control within their jurisdictional confined.
6. To coordinate the Department with the State Department of Public Safety and with all City and County authorities for the enforcement of sane and reasonable Traffic Control Regulatory Measures.
7. To contribute statistical facts and data to lend support to legislative program for revision which will promote Uniform Control and Regulation in keeping with a National Movement for such uniformity.

BOB MITCHELL RECEIVES NEW HONORS

Robert A. Mitchell, (Member) Traffic Engineer, City of Philadelphia, was recently elected President of the Metropolitan Chapter of the American Public Works Association for the coming year. This is a high distinction. We wish Bob all the success in the world.

AN EXPRESSION OF APPRECIATION

President Sorenson received the following letter from Mr. Craigmile which we feel will be of interest to every Institute Member.

"Dear Mr. Sorenson:

I want to take this opportunity to express the appreciation of the Officers and Directors of the Greater Chicago Safety Council to you, and through you to the members of the Institute of Traffic Engineers for the splendid cooperation of your organization in our recent 16th Annual Midwest Safety Conference.

Your group, under Mr. Abbott, certainly did a fine job in building up the program for the Public Safety Sessions.

I do hope that this cooperative arrangement may be carried along again next year when the time for this annual regional conference comes around again.

With kind personal regards, I am

Sincerely yours

(Signed) C. S. Craigmile
General Chairman
Midwest Safety Conference"

NEWS FROM THE SAFETY COUNCIL

We recently learned that Earl Reeder, Chief Traffic Engineer of the National Safety Council, spent a few days in Houston, Texas, consulting with City authorities on the procedure to follow in the traffic survey which they are conducting with W.P.A. assistance. We learn that Mr. Reeder will keep in touch with this project and at its termination will review the report. Special emphasis is being placed on the accident experience approach in this survey and particularly on the high accident locations.

Don Berry, a member of Mr. Reeder's staff, was recently in Jefferson City, Mo., to consult with that city on a survey which it will conduct through its engineering department.

The Vancouver Traffic Survey recently completed by the National Safety Council has issued its printed report. Copy has already been sent to the Institute for its library. It is particularly interesting to learn that many of the recommendations have already been put into effect or will be shortly. Some of these pertain to signal installations and improvements, improvements in driver's license administration, and changes in speed regulations.

RECENT HAPPENINGS IN NEW ORLEANS, LOUISIANA

The Institute has an active member in New Orleans although information seldom filters up in New York about the excellent work he is doing. Arthur J. Naquin is that member.

Recently the New Orleans Safety League was organized. It is the outgrowth of the Safety Committee of the New Orleans Association of Commerce of which Mr. Naquin was and still is Chairman. At present the League is seeking to enroll 20,000 Orleanians in a drive to curb accidents. The Institute has been assured a place in the picture through the contacts of Mr. Naquin. Soon a report will be issued covering the New Orleans Traffic Survey.

INSTITUTE ENDORSES NATIONWIDE CAMPAIGN TO REDUCE JULY ACCIDENT TOLL

President Sorenson sent the following telegram to Mr. D. D. Fennell, President of the National Safety Council in a spirit of cooperation toward reducing the high July accident toll taking place each year.

"THE INSTITUTE OF TRAFFIC ENGINEERS SINCERELY AND ENTHUSIASTICALLY ENDORSES THE NATIONWIDE CAMPAIGN OF THE NATIONAL SAFETY COUNCIL TO REDUCE THE JULY ACCIDENT TOLL WHICH LAST YEAR TOOK 10,200 AMERICAN LIVES. INDIVIDUALLY AND COLLECTIVELY THE MEMBERS OF THE INSTITUTE WILL DO ALL WITHIN THEIR POWER TO COOPERATE WITH YOU AND WE FEEL CONFIDENT THE SPLENDID RESULTS OBTAINED IN YOUR XMAS CAMPAIGN WILL BE DUPLICATED IN THIS GREAT LIFESAVING EFFORT"

PUSHING AHEAD IN SOUTH CAROLINA

The Traffic Engineering Department of the South Carolina State Highway Department headed by Wilbur S. Smith, had been in existence just one year. Considerable progress has been made since its establishment. Initial activities were limitied to inauguration of procedures to carry out the provisions of the compulsory accident reporting act. Now, in addition to the administration of a full accident reporting system, the Division is actively engaged in:

1. The conduct of an accident reduction and safety campaign among Highway Department employees.
2. Inspection of all construction plans from a standpoint of safety.
3. Conduct of all special traffic studies to determine remedies for existing hazards.
4. Consultant services to municipal and local authorities concerning traffic problems.
5. Approval of all signs, signals and markings.
6. Maintenance of complete records on signs, signals and markings.
7. Assistance in the preparation of safety legislation.
8. General safety education through regular press releases and services to schools and interested organizations.

During this time the staff has increased from one to nine employees. It is now composed of a traffic engineer, two statisticians, engineer draftsman, two engineers, one tabulating machine operator, secretary and stenographer-clerk. One of the most recent additions is Mr. W. W. Dibble who has just completed a year's work at the Bureau for Street Traffic Research, Harvard University. It is hoped under Mr. Dibble's direction to expand the field and research activities.

Mr. Wilbur Smith, Chief Traffic Engineer, is doing an excellent job to promote the traffic engineering profession in South Carolina. Beyond his regular office activities he has spent much time in getting around the state to deliver talks and papers on the subject of the functions and aims of a traffic engineer.

SHATTUCK TO ATTEND NATIONAL CONFERENCE ON PLANNING

I. S. Shattuck, Chief of Transportation Division, San Francisco Bay Exposition Co., will be in Minneapolis June 20 to July 1, to attend the National Conference on Planning. As Chairman of a Committee of the National Conference on Planning he will give a report titled "Traffic Studies in Relation to City Planning". Other members of his committee are Grant Mickle and Hawley Simpson. Following the National Conference Mr. Shattuck and family expects to spend a vacation in the Minnesota area.

HIGHWAY RESEARCH BOARD PROCEEDINGS

The Proceedings of the 17th Annual Meeting of the Highway Research Board have just been released. The 543 pages contain many articles of interest to Traffic Engineers, such as, Safety and Speeds as Affecting Highway Design, Average Speed and Traffic Density as a Measure of Road Capacity, Motor Vehicle Operation Cost on Various Types of Road Surfaces, Reports on Sight Distance, Relation between Curvature and Speed, and Thoughts on Highway Design Research as Related to Safety of Vehicle Operation.

Copies of the Proceedings can be obtained for $2.50 from Roy W. Crum, Director, Highway Research Board, Washington, D. C.

MORRISON SERVING AS CONSULTANT TO CITY OF PIQUA, OHIO

We recently learned that Roger Morrison, Professor of Highway Engineering and Highway Transport, and past President of the Institute, was recently retained by the city of Piqua, Ohio, in connection with their traffic problems. All the recommendations made by Mr. Morrison were adopted in a single resolution of the City Commission. The City Manager was directed to carry them out.

A recent check-up shows that the City of Columbus, Ohio, where Mr. Morrison served as a consultant recently is making rapid progress in carrying out his recommendations. It is particularly gratifying to note that their fatality rate is 50% lower this year than last year. Lieut. F. M. Kreml, (Member) has also been active in helping to make Columbus, Ohio, a safer place in which to walk and drive.

DR. McCLINTOCK RECEIVES AWARD

Miller McClintock was awarded a "Doctor of Science" degree at the Tufts College, Medford, Mass., Monday, June 13, 1938. The citation read as follows:

DR. MILLER McCLINTOCK. "Civilization advances through inventions; inventions frequently create problems. The multitude of motor-driven vehicles on our highways created the problem of traffic control. Those who labor for its solution preserve life and property. One time member of the Tufts teaching staff, acknowledged leader in the profession of traffic control, associate in transportation and director of the Bureau for Street Traffic Research in Yale University, Miller McClintock."

A CALL FROM MINNESOTA

W. F. Rosenwald (Member), Safety Director of the Minnesota State Highway Department, is contemplating a pre-nomination speech making party to be held early in September at Black Bay on Rainy Lakes, Minnesota. Members wishing to attend this meeting should get in touch with Mr. Rosenwald for the details. Matters of great importance are expected to be taken up in detail which Mr. Rosenwald is sure will be of interest to all members owning a rod and reel, or something to that effect.

rch
of
g
ad
aces,

Opera-

Crum,

gineer-
recently
prob-
single
carry

in
ote
t. F.
Ohio,

ead

;

se
er

u

party
Mem-
enwald
n up
bers